

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8171

號三十月三年二統宣

FRIDAY, APRIL 22, 1910.

五拜禮

號二十月四其港香

\$30 PER ANNUM.  
SINGLE COPY 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000  
RESERVE FUNDS \$15,000,000  
Sinking \$1,500,000 at 1/2—\$15,000,000  
Silver \$15,000,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:  
G. Balloch, Esq., Chairman.  
Robert Shaw, Esq., Deputy Chairman.  
F. H. Armstrong, Esq., F. Lieb, Esq.,  
J. W. Bannock, Esq., G. H. Madhura, Esq.,  
Hon. Mr. W. J. Gresson, Esq., M. Baillie, Esq.,  
G. R. Lenzmann, Esq., H. A. Siebs, Esq.,  
S. A. Levy, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 1/2 per cent. per annum.  
For 6 months, 3/4 per cent. per annum.  
For 12 months, 1 per cent. per annum.  
J. R. M. SMITH,  
Chief Manager,  
Hongkong, 29th March, 1910.

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000  
RESERVE FUNDS \$1,000,000  
RESERVE LIABILITIES OF PROPRIETORS \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the daily balance.  
On Fixed Deposits for 12 months, 1 per cent.

W. M. DICKSON,  
Manager,  
Hongkong, 15th April, 1910.

### YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000  
RESERVE FUNDS " 10,250,000

Head Office—YOKOHAMA

Branches and Agencies:  
TOKIO, HANKOW, TIENTSIN, PEKIN, NEWCHANG, DALNY, PORT ARTHUR, ANTONG, LIOYANG, MUKDEN, TIE-LING, CHANG-CHUN.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per cent. per annum on the daily balance.  
On Fixed Deposits:  
For 3 months, 1/2 per cent. per annum.  
For 6 months, 3/4 per cent. per annum.  
For 12 months, 1 per cent. per annum.  
TAKIO TAKAMOTO,  
Manager,  
Hongkong, 15th March, 1910.

### DEUTSCH ASIATISCHER BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Osaka, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank),  
Direction der Disconto-Gesellschaft,  
Deutsche Bank,  
S. Bleichroeder,  
Berliner Handels-Gesellschaft,  
Bank fuer Handel und Industrie,  
Robert Warshawsky & Co.,  
Mandelsohn & Co.,  
M. A. von Rothschild & Soehne, Frankfurt a.M.,  
Norddeutsche Bank in Hamburg, Hamburg,  
Sal. Oppenheim jr. & Co., Koeln,  
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons,  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED,  
DIUTONIA BANK (BERLIN), LONDON AGENT,  
Direction der Disconto Gesellschaft.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,  
Acting Manager,  
Hongkong, 29th March, 1910.

## Banks.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. (Banks may be obtained on application.)

INTEREST on deposits is allowed at 1/2 PER CENT. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager,  
Hongkong, 15th January, 1907.

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—GOLD \$5,000,000  
ABOUT MKX \$7,500,000  
RESERVE FUND—GOLD \$5,000,000  
ABOUT MKX \$7,500,000

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND,  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,  
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1/2 per cent. per annum on the daily balance and on Fixed Deposits at the following rates:  
For 3 months, 1/2 per cent. per annum.  
For 6 months, 3/4 per cent. per annum.  
For 12 months, 1 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.  
W. M. ANDERSON,  
Manager,  
Hongkong, 8th April, 1908.

## Insurance.

### CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:  
Alexander McLeod, Esq., Chairman,  
C. Steinhilber, Esq.,  
Lee Yung Su, Esq.,  
J. H. McMichael, Esq.,  
C. R. Burkill, Esq.,  
J. A. Watte, Esq., Manager Director,  
A. J. Hughes, Esq., Secretary,  
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.  
Insurance in Force.....\$34,054,152.00  
Assets.....7,114,490.68  
Income for Year.....1,071,831.81  
Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong District Manager,  
B. W. TAPPE, Esq., Canton, Macao and the Philippines District Secretary.  
ALEXANDRA BUILDING, HONGKONG.  
Hongkong, 1st December, 1909.

### PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.45 p.m. Every 15 minutes.  
2.45 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS.  
6.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.  
6.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.45 a.m. Every 30 minutes.  
9.45 a.m. to 10.45 a.m. Every 15 minutes.  
10.45 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.  
Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS, Esq., General Manager,  
Hongkong, 1st April, 1910.

## Mails.

### PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA  
STEAMERS TO SAIL ON 24th April  
ARMARKS: 5 P.M. Freight and Passage.

SHANGHAI DELHI  
Capt. G. W. Gordon, R.M.R. About 28th April Freight only

LONDON, &c., via usual Ports DELTA  
Capt. B. W. H. Shaw Noon 30th April 3rd Special Advertisement.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 21st April, 1910.

## Intimations.

### LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

JUST ARRIVED

## NEW MATERIALS

FOR

SPRING AND SUMMER WEAR

IN

Exclusive Designs.

## FLANNEL AND TWEED SUITS

From \$33.50 lined.

TROPICAL DRESS SUITINGS

A SPECIALITY.

FIT, STYLE AND WEAR GUARANTEED.

LANE, CRAWFORD & CO.

## BOORD & SON.

OLD TOM

and

DRY GIN.

CALDBECK, MACGREGOR & CO.,

SOLE AGENTS.

Hongkong, 20th April, 1910.

## Hotels.

BEST BRANDS OF LIQUORS.

MEALS A LA CARTE AT ALL HOURS.

DINING ROOMS CAN BE RESERVED.

BOARD AND RESIDENCE AT MODERATE RATES.

## BELLE VIEW HOTEL

Telephone No. 907.

TEA and REFRESHMENTS served on the Lawn or Verandah.

WM. WINCH, Manager.

## HOTEL CRAIGIEBURN.

PLUMMET'S GAP, the PRAX, near the TRAM TERMINUS. Tel. 36

For Terms, &c., apply to the

MANAGER

Hongkong, 1st April, 1910.

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON  
CANTON TO HONGKONG  
HONGKONG TO CANTON  
CANTON TO HONGKONG  
MONDAY, 18th April.  
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM  
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN.  
TUESDAY, 19th April.  
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN  
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN  
WEDNESDAY, 20th April.  
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM  
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN  
THURSDAY, 21st April.  
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN  
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN  
FRIDAY, 22nd April.  
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM  
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN  
SATURDAY, 23rd April.  
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN  
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN  
SUNDAY, 24th April.  
10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

### HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.  
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.  
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

### EXCURSION TO MACAO.

On SUNDAY, the 24th APRIL, 1910.  
The Company's Steamship "SUI-AN,"  
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
Departure from Macao at 5 P.M.  
Excursion Rates as usual.  
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.  
Further Particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.  
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 7 P.M.

### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lian" and "San" which have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Blake Pier.

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

A. F. DAVIES,

Manager.

## ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BEUMENTHAL,

Manager.

## REMINGTON

## TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS

Hongkong, 1st August, 1909.







## Intimations.

Powell's

ALEXANDRA  
BUILDINGS.

NOW SHOWING.

New Fabrics

FOR

SPRING

AND

SUMMER

GOWNS

STRIPED  
ZEPHYRS

50 cts. Yard

MERCERISED  
LAWNS

75 cts. Yard

FLOWERED  
MUSLINS

50 cts. and \$1.00 Yard

FLOWERED  
VOILES

50 cts. and \$1.00 Yard

CREPOLINES

LINENS  
\$1.00 Yard

POPLINS

All the above are of  
Exceptional Value.POWELL'S  
Alexandra  
Buildings.

## Intimations.

F. BLACKHEAD & Co.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAUHEN'S GENUINE  
COMPOSITION RED HAND  
SHAND, HARTMANN'S GREY PAINT  
DAILER'S PATENT MOTOR  
LAUNCHES,  
AND, &c.Sole Agents for  
FERGUSON'S SPECIAL GRAM  
and  
P & G SPECIAL LIQUOR BOOTON  
WHISKY, &c.EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 11th March, 1910.

## PABST EXTRACT.

THE best TONIC for keeping in perfect  
health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

## ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEGMANN & CO.,  
Agents,  
Hongkong, 13th December, 1909.GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.  
SHEWAN TOMES & CO.,  
General Managers,  
Hongkong, 11th August, 1908.OSMAN &  
CASUM,  
1 & 3, D'AGUILAR STREET.

## JUST UNPACKED

Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully  
executed.  
Hongkong, 6th September, 1909.

## FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,  
CARPENTERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE  
at  
No. 39, DES VOUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.  
Have been patronized by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., Firms and other  
leading Establishments in the Colony, to  
whom reference can be made as to the  
Superior Workmanship and Materials of the  
Furniture, &c., supplied.Messrs. A. S. Watson & Co., Ltd., write as  
follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Appense  
to our Dispensary and gave us every satis-  
faction."  
(Sd.) A. S. Watson & Co.,  
15th May, 1909.ORDERS punctually attended to and  
CHARGES most moderate.  
AN INSPECTION INVITED  
(Sd.) LI KWONG LOONG.

## THUNDER AND RAIN.

## RAINBOW COLOURS DISPLACED.

It is often noticed, during a thunderstorm, that a heavy discharge of lightning is followed at once by a downrush of rain. This is usually ascribed to coalescence, and consequent enlargement of the drops due to loss of their electrical charge. According to Laine, of Poland, the phenomenon is due, not to electricity, but to the sound of thunder, and he supports this view by observations made upon rainbows during storms, says a writer in Cosmos.

Laine made his observations of thunderstorms on August 3, 1908, at Alachua, not far from the city of Vasa. A storm was approaching from the east, while the western sky was at first quite clear. The thunder was heard for the first time at 5:50 p.m. and ceased at 6:14. The rain, at the same place of observation, lasted from 6:15 to 7:25. From 6:05 to about 6:30, a double-rainbow was seen in the east, extending uninterruptedly from horizon to horizon. It is well-known that the double rainbow consists of two concentric bows, the inside one having the red toward the centre, the outer one with the red outside. The sunlight enters the raindrops, and is first refracted therein and then reflected from the inner surface, once for the interior bow and twice for the outer bow, being afterwards sent back to the spectator's eyes after another refraction.

Now at each roll of thunder, the colours of the two bows, especially those of the outer bow, were seen to be displaced, so that the boundaries of the colours and the edges of the bows were effaced completely at the same time the colours became blurred and rapid undulations ran along the bows.

Here, surely, was no effect produced by the lightning. The disturbances began always at nearly the same instant at which the thunder was heard. Laine thinks that the phenomenon confirms the Airy-Peru theory of the rainbow, the thunder occasioning a variation in the size of the drops, whose radii, normally less than 0.1 millimeter (0.004 inch), assume during the thunder a value between 0.5 and 1 millimeter (0.02 and 0.04 inch).

We may conclude from this phenomenon that artificial acoustic disturbances may be able to bring about an agglomeration and an enlargement of raindrops. Here is a chance for experimental verification, which might increase our knowledge of the production of thunderstorms.

## THE USE OF OUR HANDS.

SIR FREDERICK TREVES SAYS WE ARE  
LOSING IT.Sir Frederick Treves writes in the *Nineteenth Century* for March an extremely interesting article under the above heading. It is the latest, but by no means the last, palinode against the gradual subjection of man to the machine. More and more the machine encroaches upon the domain of the human, and Sir Frederick Treves points out with much pathos the extent to which the supremacy of the machine is leading to the decadence of the race. That men have no longer many physical qualities which were developed in the stress and strain of their savage life, he says, is admitted.

The man of to-day is inferior, in certain points, to the savage who made the first implements. It is safe to assume that a primitive man was keener of sight and hearing and faster of foot than is the present inhabitant of these islands. He surely, too, possessed greater powers of endurance.

And the process of decadence is still going on. Sir Frederick Treves says the marvellous skill of the hand, which was developed by our ancestors, is being lost by their degenerate descendants. We are compelled to own that the human being is—in one particular at least—showing signs, not of advancement, but of decay. Sir Frederick points out that typewriters destroy the use of fine calligraphy and sewing machines destroy fine sewing. In his own profession surgery, as a pure handicraft, reached a point of perfection prior to these great changes, to which point it does not now attain.

This is due not so much to the machine as to the introduction of anaesthetics, which allows the surgeon to take time.

SIMPLER CRAFTS DISAPPEARING.  
The simpler crafts are all disappearing. Spinning and weaving, for instance, have vanished, and with them have vanished the nimble sensitiveness of the hands of thousands of men and women in this country. The knitting machine has destroyed the training for the hand supplied by the knitting needle. Embroidery has gone the same road. By the Heilmann embroidery machine one intricate person can guide from eighty to one hundred and forty needles, working simultaneously. Lace-making tells the same story; even the shoemaker, who is an artist in his way, has gone the same road.

The old craftsman may mourn the loss of his finished skill, but he must be proud to think that even in the making of the uppers of a boot it needs some sixteen machines to do what was done by his two hands. A great press now cuts out the sole pieces; heavy rollers take the place of the lapstones. Eyelet holes are fashioned at the rate of one hundred a minute. Buttonholes are made and finished by one machine; while the buttons are fastened on by another. A final engine actually links together with a stitch the two parts of a finished pair. Here, then, as in the delicate art of glove-making, is there an irreparable loss in the use of the hands.

GREAT AND REGRETTABLE LOSS.  
Needle-making used to be a fine handicraft, needing the deft use of the fingers. Now needles are all made by machines.  
With regard to gloves, I need not say that the machine provides them; complex with their folds and points, at the rate of about two hundred a minute. Why, then, is the machine of any use and value? It is because it is a machine, and it does not have the touch of a human hand. It is a machine, and it does not have the touch of a human hand.

lowers into the paper. So here, again, there is no need of hands.

So it is with everything else. In carpentry, machines have almost superseded human power. Paper-making and book-binding, as a means of hand culture, have practically ceased to exist. Wood engraving and line engraving have vanished; and with them have gone thousands of skilled artists. But it is not only in the floor uses of the hands that the machine is doing its devastating work. There are a thousand and one machines which are taking the place of human muscles. Handicraftsmanship is not concerned with the steam saw or steam shovel, with the trench-excavating machine or the tree-feller, with the rock-drill or the pneumatic riveter. It only need be noted that these machines do not tend to improve the physical development of man.

We are evidently on the down grade, but Sir Frederick Treves says that it may be only for a period, and the decline is temporary. The loss is, none the less, great and regrettable.

## Notice of Firm.

## NOTICE.

NOTICE IS HEREBY GIVEN that the partnership heretofore subsisting between the undersigned carrying on business as SHARK and GENERAL BROKERS at No. 1 Queen's Road Central, Victoria, under the style or firm of "VERNON &amp; SMYTH" has been DISSOLVED and the interest and responsibility of the undersigned JOHN YARDLEY VERNON VERNON in the said firm, has CEASED as from the 31st March, 1910.

All Debts due to and owing by the late firm of Vernon &amp; Smyth will be received and paid respectively by the undersigned FRANK SMYTH who will continue to carry on the said business under the style or firm of "Vernon &amp; Smyth."

Dated the 1st day of April, 1910.  
(Sd.) J. Y. V. VERNON.  
(Sd.) F. SMYTH.

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROWthe 23rd April, 1910, at 2.30 P.M., at their  
Sales Rooms, No. 8, Des Vaux Road,  
corner of Ice House Street,  
SUNDRY VALUABLE HOUSEHOLD  
FURNITURE,  
Comprising—SILK TAPESTRY-COVERED DRAW-  
ING ROOM SUITE, LEAKWOOD OVER-  
MANTELS with BEVELLED GLASS,  
BOOKCASES, HATS STAND, and DINNER  
WAGGONS with BEVELLED GLASS,  
TEAKWOOD EXTENSION DINING TABLE  
and CHAIRS, DRESSING TABLES  
with BEVELLED GLASS, MARBLE TOP  
WASHSTANDS, Double and Single WARD-  
ROBES with BEVELLED GLASS,  
quantity of CANTON CARVED BLACK-  
WOOD WARE, BRASS and BRASS-  
MOUNTED IRON BEDSTEPS with  
WIRE and HARK MATTRESSES, CRO-  
CKERY and E.P. WARE, CARPETS and  
RUGS, BRASS-MOUNTED IRON FEN-  
DERS and IRONS, COOKING STOVE and  
UTENSILS, &c., &c.

## ALSO

## BICYCLES.

Catalogues will be issued.  
TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 20th April, 1910.

## Intimations.

## FRENCH STORE.

## NOTICE.

We beg to inform our numerous  
customers and the public in general  
that we have been appointed Agent  
for the "CREME SIMON" and  
all Simon's Products for Toilet  
Requisites, Perfumery, Powder,  
Soap, etc.

## INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

## A TOO STABLE.

LEIGHTON HILL ROAD,  
(next to No. 1, Police Station).HAS established a SHOEING FORGE at  
Leighton Hill Road where Horses and  
Ponies can be shod by EXPERIENCED  
SHANGHAI FARRIERS by arrangement.  
Shoeing of Horses and Ponies also under-  
taken at Kowloon on receipt of Owners'  
instructions.PRICES:  
At the Stables or anywhere in Hongkong,  
\$1 per animal.  
At Kowloon, \$1 per animal.

## A TOO STABLE.

Leighton Hill Road.

Hongkong, 21st March, 1910.

## YEE SING.

NO. 41, D'AGUILAR STREET.

MANUFACTURE WHOLESALE AND  
RETAIL DRAPERS.DRAWN and EMBROIDERED UNIFORMS  
LINK, GARNET, and FUR  
TRIMMED, and all kinds of  
clothing, hats, shoes, and  
accessories, at the lowest  
prices.

## Intimations.

SAINT-RAPHAEL

## TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of  
Anemia, Debility and Convalescence, to young women, children  
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition  
to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial  
which surpasses all others by its  
purity and faultless preparation. To be taken on a lump of sugar.  
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).  
01, 03, 05, 07, 09, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 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1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945







## A BEAR ON BERTAMS.

COMPARISON MADE WITH THE LONDON ASIATIC.

A correspondent who signs himself Senex writes as follows to *The Financier*—

Of all the tips for which your readers have cause to be grateful to *A.J.*, I think that London Asiatics and Straits (Bertam) rank easily the first. His recent emphatic reaffirmation of his Asiatic faith induced me to examine their relative positions afresh. I took the figures in your Handbook for my data, assumed that all the options in Asiatics were exercised, and that no fresh extensions would be undertaken with the proceeds or with any cash in hand. Per contra I neglected the new issue of capital in Straits (Bertam), though it will rank for dividend and be quoted at steadily increasing premiums long before the press which it will serve to open up have reached the bearing stage. It may, perhaps, be properly offset against the options and the larger balance of idle unproductive lands which there is no intention at present of actively developing. The result is as follows, mere fractions being everywhere omitted—

LONDON ASIATICS.  
140,000 shares of £1 = £140,000  
6 per cent. Debentures = 40,000

Area planted = £180,000  
Cost per acre at par = £1.27 per acre.

STRAITS (BERTAM).  
175,000 shares of £1 = £175,000  
Area planted = 3,405 acres  
Cost per acre at par = £1.27 per acre.

It is obvious that Asiatics are intrinsically the more valuable share, since there are 1,871 acres more of planted rubber for a mere excess of £5,000 in the issued capital, including options and debentures. Yet this is by no means all; for debentures bearing a low fixed rate of interest are an uncommonly favourable feature when shares are standing at high premiums and immense profits are in sight. How favourable a feature this may be seen by the comparison below, when Asiatics are taken at £7, to which they have just recently risen, and Straits (Bertam) at £5, which figure they too have only just recently attained.

LONDON ASIATICS.  
140,000 shares at £7 = £980,000  
6% Debentures at par = 40,000

Area planted = £1,010,000  
Cost per planted acre at £7 = £1.27 per acre.

STRAITS (BERTAM).  
175,000 shares at £5 = £875,000  
Area planted = 3,405 acres  
Cost per planted acre at £5 = £1.27 per acre.

Thus, even at a premium of £3 more per share, Asiatics are still the cheaper proposition by no less than £125 per share planted acre, and it will still be a cheaper proposition all the way up to £10 13s 6d. per share, if Straits (Bertam) are taken as standing still at £5.

LONDON ASIATICS.  
140,000 shares at £10 13s 6d = £1,513,750  
6 per cent. Debentures at par = 40,000

Area planted = £1,553,750  
Cost per planted acre at £10 13s 6d = £1.27 per acre.

STRAITS (BERTAM).  
175,000 shares at £5 = £875,000  
Area planted = 3,405 acres  
Cost per planted acre at £5 = £1.27 per acre.

It might be imagined, that the rubber in Straits (Bertam) is much older than in Asiatics, and that the discrepancy in price might be accounted for thereby. Exact comparison is impossible, as the precise age of planting of the oldest trees is not in either instance given. The figures indicate that the planting in both is on the average about 10 years to the acre, and the respective totals are given in the Handbook as under—

LONDON ASIATICS.  
Total trees = 649,721  
Trees planted in or before 1907 and yielding in 1912 = 649,721

STRAITS (BERTAM).  
Total trees = 360,129  
Trees planted in or before 1907 and yielding in 1912 = 220,954

Of these, therefore, every single Asiatic tree was planted before or during 1907, and the great bulk considerably before, while only 21,954 Straits (Bertam) trees were put in the ground before or during 1907, and the great bulk is only of 1906 and 1907 planting. By about the beginning of 1912 every single tree on the former company's properties will have reached the bearing stage, and there will then be nearly three times as many yielding trees in London Asiatics as compared with Straits (Bertam). The difference is surely warranted that Asiatics of Straits (Bertam) at £5. The proposed splitting is certain to speed up the Asiatic price, and we all know that Straits (Bertam) will not be standing still at £5. As I plumped on Asiatics through their mention in your columns, I take off my hat to *A.J.* and to *The Financier*, which devoted and encouraged him and them.

## INDO-CHINA S. N. CO.

## CHARTERS TO SIAM STEAM NAVIGATION CO.

The Brit. S.S. *Amara*, 1,665 tons, Capt. C. J. Matlock, which arrived on Thursday morning off the Bar from Batavia, is consigned to Messrs. The Siam Steam Navigation Co., reports the Bangkok Daily Mail of 17th inst. Her last voyage was from Saigon with a cargo of 3,000 tons of rice to Batavia. The vessel belongs to Messrs. Jardine Matheson and had been in the local trade twice before this, the last charter being to Messrs. Mah Wah and Co., so that Capt. Matlock is not a new skipper at this port.

It is believed that the *Amara* and her sister ship the *Namang* are likely to be chartered by the Siam Steam Navigation Co. The owners have offered the ships for \$3,000 per month and if the parties come to terms these two ships will soon be added to the large number which the present activity in the rice trade has called into requisition.

## THE "ASIA" IN QUARANTINE.

The *Japan Gazette* says that the P.M. teamship *Asia* on arrival at Yokohama on the 18th instant from Hongkong was detained outside the breakwater by the quarantine officials, and at daylight on the 19th the ship was moved to the quarantine station, owing to the appearance of small-pox among the Filipino steerage passengers. The first case occurred just before the ship reached Nagasaki. Prompt measures were taken by the ship's doctor to prevent the spread of the disease, the patient being isolated, the whole of the steerage passengers being vaccinated and their quarters being disinfected. In consequence the ship was not detained at the quarantine station at Nagasaki more than five hours. The patient was taken off to the hospital at the quarantine station, all the steerage passengers being conveyed ashore for disinfection, while their quarters again were subjected to disinfection by the staff of the port medical officer. At Kobe there was no further trouble of the kind, but on the way up to Yokohama another case was detected. The *Asia* arrived about 4 p.m. on Sunday, flying the yellow flag, and no communication between ship and shore was permitted until about 8.30, when the quarantine officers returned and gave permission for the saloon passengers to go ashore at once if they wished. The ship was ordered to proceed at daylight to the quarantine station.

The *Asia* carries a large number of saloon passengers, but many had left the ship at Kobe to proceed overland to Yokohama. Mrs. Melhuish and her little daughter were among those embarking at Kobe. Mr. B. A. Hale, Editor of the Hongkong Daily Press (formerly Editor of the Hogo News) with his wife, are also passengers. Mr. Hale is proceeding to England for a short furlough, returning via Siberia, while Mrs. Hale will remain in England for some time longer, returning via Suez. Unfortunately the quarantining of the ship will upset many arrangements.

## NEW CHINA.

Under the above caption, the writer of the London letter ("Ode Wanderer Returned") to the overseas edition of the *Daily Mail* has the following interesting narrative to relate—

The journey of Dr. Morrison, the famous Peking correspondent of *The Times*, across the old trade route to the centre of Asia and into Turkestan is exciting great interest in this country. Dr. Morrison's articles, telling as they do of the awakening of the great Mongol people, are of more than passing interest, and touch the very heart of what is bound to be a tremendous development. Away in the interior, at places where coinage is so little known that men have to cut chunks off bars of silver to pay their way, he found representative Assemblies, the English language being taught, even if imperfectly, a keen passion for modern reform, asserting itself, and a people springing into new life. As the readers of this column may recall, I have taken occasion more than once during the past few months to point out the real meaning of this Chinese awakening. It has been my lot to know China asleep and awake, to mark the changes among its people, and to see the promise of better things among them. China, with its 380,000,000 people awake, alert, rapidly increasing in numbers and daily increasing in strength is a spectacle that may well arrest the attention of the world, and give us all reason for serious thought.

## THE REAL DR. MORRISON.

Dr. Morrison himself is one of the most fascinating personalities of our time. His native Chinese home, close to the Legation quarter in Peking, is a centre of much interest. Not long since I read an imaginative account by a globe trotter of the air of mystery of this Morrison house and its romantic surroundings. The air of mystery existed solely in the writer's over-fertile brain. There is a courtyard as is usual in the homes of every well-to-do Chinaman. A Chinese doorkeeper guards the entrance. One special feature is the big library containing the finest collection of books on China and the Far East of to-day. Dr. Morrison specially prides himself on his system of indexing and filing, and the readiness with which he can obtain all the information he wants. Sturdy and well set, a practical and alert man of affairs, he is recognised from one end of Asia to the other as having more power than any statesman or diplomat there. A young Australian, trained in medicine in Edinburgh, he early in life carried out a bold expedition in the interior of Asia, and then went from end to end of China alone, with little money, and no special knowledge of the land. His book, "An Englishman in China," attracted the attention of Mr. Moberly Bell, the manager of *The Times*, and an invitation to join the staff of that journal followed. Dr. Morrison was sent to Peking, where the Russian intrigues were at their height. Before long he published documents that inflicted great damage on Russian ambitions. He had no mercy on incapable diplomats, British or foreign, and his comments on the weakness of British Eastern policy were more scathing than pleasant. Then came the siege of Peking by the Boxers, and his work in the defence brought him new reputation. When the Russo-Japanese war broke out men said that Morrison had more to do with starting that war than the Japanese themselves. Yet, when after the war was over he considered that Japan was not treating British interests properly, he was among the first to proclaim the fact. All of us who know him know that here is a publicist dominated by a single purpose, the service of England. Dr. Morrison's secret ambition, some of my Australian readers may be interested to hear, is to abandon journalism, to return to his beloved Commonwealth, and take part in politics there.

MR. MOORE-BRABAZON, the writer last October of the *Daily Mail* £1,000 prize for the first circular flight of one mile on an all-British machine, has won the Michelin Aviation Cup under the auspices of the Aerial League of the British Empire.

## THE SUGAR MARKET IN MANCHURIA.

## PROSPECTIVE COMPETITION AGAINST HONGKONG.

In a report to the Foreign Office, Mr. Koike, Japanese Consul General at Mukden, states that 21,554 piculs of sugar, valued at 1,014,314 Halkwan taels, are annually imported into the Mukden district via Dairen and Newchwang. When the quantity imported by carts, etc., from other places is added, the total quantity will be enormous. The condition of the farmers in Manchuria is fast improving as communications are facilitated, and the demand for sugar in Manchuria is increasing. If a sugar manufacturing company is established in Manchuria and the sugar beet, which seems to be suited to the soil of Manchuria is cultivated by utilising cheap labour, success in the manufacture of sugar is beyond doubt, as was the case with the Russians in North Manchuria. Mr. K'iyuda, an expert on agriculture, who has been experimenting with the cultivation of sugar beet at Mukden model farm, has great hopes of the success of such a scheme. The beet raised contains 12 to 18 per cent of sugar. If there are any Japanese capitalists who wish to start a sugar manufacturing business by joint interest with Chinese capitalists, Mr. Koike is ready to persuade the Viceroy and Governor-General of Manchuria to support the scheme and to give all possible assistance towards the formation of the company. The capital required for the scheme is estimated at ¥3,000,000.—*Japan Chronicle*.

## ACCIDENT AT GAP ROCK.

## CHINESE LIGHTKEEPER INJURED.

It is learnt that an accident occurred at Gap Rock the other day, as a result of which a Chinese lightkeeper was injured though, fortunately, not seriously. The accident occurred through the pawl of the large derrick, on the steep side of the Rock, slipping; this happened while the lightkeepers started to lower the derrick. The handles broke and Sui Mee, a native lightkeeper who was near by at the time, had the misfortune of being struck by one of the handles. He received the full force of the broken gear on the side of his face and his upper jaw was fractured and his shoulders bruised. The man was at once attended by the European lightkeeper and every effort was made by means of "first aid" to stop the profuse bleeding of the injured jaw. In the meantime an urgent message was sent to the Harbour Authorities at Hongkong by whom a launch was despatched to Gap Rock, and the injured lightkeeper conveyed to Hongkong. As soon as the *Kwong Sang* returned from the lighthouse Sui Mee was removed to Hongkong and his injuries seen to. The man is making good progress towards recovery in hospital.

## THE TRADE OF SHANGHAI.

## INCREASED OPIUM IMPORTATIONS.

Notwithstanding the counter attractions of rubber speculation, it is satisfactory to learn from the Imperial Maritime Customs' returns, that the trade of Shanghai during the January-March quarter of 1910 shows an improvement on that during the same quarter last year. There is in all a total increase in duties of Hk. Tls. 696,872; and one or two lines of business have made a really remarkable advance. It is to be regretted, that the trade in cotton piece-goods should still be under a cloud. The import of cotton yarn has gone up from 374,673 piculs in 1909 (the quarter under review) to 381,744 piculs in 1910. But the import of piece-goods has fallen from 3,080,766 pieces to 1,958,694; and the export from 51,000 pieces to 45,360. No wonder, the high price of cotton is mainly responsible, as it has been impossible to repurchase stocks at any price that the Chinese can afford to pay. Exported native cloth has fallen from 6,435 piculs in 1909 to 14,939 piculs in 1910, and exported cotton yarn from 109,293 piculs to 177,726; but the export of raw cotton has advanced from 105,760 to 194,798 piculs. The export of raw silk of all kinds has remained very nearly stationary, the figures being, in 1909, 17,700 piculs and in 1910, 17,538. Of beans and peas there is also a noticeable fall, 106,000 in 1909 and 95,000 in 1910.

Against these may be set the really extraordinary advance in the importation of kerosene oil from 4,775,885 gallons in the first three months of 1909 to no less than 14,843,627 gallons in 1910. Aniline dyes have nearly doubled themselves, the value of these imports rising from Hk. Tls. 2,377,288 to Hk. Tls. 4,630,609. The import of sugar has risen from 430,744 piculs to 513,180; and of metals from 211,775 piculs to 230,749 piculs. On the export side of the account the most notable item is the advance in goat skins from 2,725,603 exported pieces in the first quarter of 1909 to 3,695,068 in 1910. The export of sheep's wool also shows good improvement, with 83,316 piculs in 1910 against 62,177 in 1909. It remains to be mentioned that the export of tea has increased slightly from 110,481 piculs to 122,599; and that while the importation of native opium has fallen from 5,078 piculs in 1909 to 4,711 in 1910, that of foreign opium has increased from 4,877 piculs to 7,088. Taken in conjunction with the large amount of opium that was in storage in Shanghai at the close of last year, these figures would seem to indicate that the dealers are buying heavily against the possibility of the Indian Government's stopping the export of opium altogether.—*N.C.D. News*.

THE U. S. Army transport *Thomas* which left Manila for San Francisco, February 15, has made its last trip for some time to come. The *Thomas* will be laid up for extensive overhaul, and repairs and the *Stearns* will take the place of the *Thomas*. It is estimated that the cost of repairs will reach \$100,000, and will include new boilers.

## COMMERCIAL.

## TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.—

Alta, ara	7/9
Anglo-Javas	Tls. 27
Anglo-Malays	33/6
Balgownie	32/6
Bata Tigas	32/5
Bertams	33/5
Bukit Kajangs	100/
Bukit Rajahs	380/
Carey Uniteds	37/6 prem.
Cattlefields	120/
Changkat Serdangs	237
Cheras	512
Damanseras	105/
Eastern Internationals	42/6 prem.
Fed. Selangor	340/
Glenaslys	33/50
Glenabells	160/
Golcondes	140/
Golden Hope	365/
Highlands and Lowlands	185/
Jedragirls	347/
Lech Kenneths	365/
Jaqques	13/
Jonglandors	37/6 prem.
Kamunings	11/9 prem.
Kuala Lumpurs	240/
Landrons (fully paid)	150/
Landrons (ppd.)	112/6 prem.
Labus	205/
Ledburys	110/
Lloggis	66/9
London Asiatics	165/
London Ventures	11/
Merlimaus	8/9
Pajamas	54
Pegolis	560
Rubber Trains	65/ prem. ex n.l.
Saggas	320/
Sandycrofts	540 buy.
Sapongs	46/
Serfolds	55/2 prem.
Serlongs	55/2 prem.
Shelfords	87/6
Singapore & Johores	225
Sumatra Paras	18/6
Sungei Chobis	13/
Sungei Kapurs	190/
Tanjonggs	70/ prem.
Ten, kah	31/6 prem.
T'lu Reditu	116/ ex n.l.
United Serdangs	160/
United Singapore	54 1/2
United Sumatras	16/
United Langkats	87/6 ex right

Dividends.—A final dividend of 2% per share has been declared by the Lioggi Plantations, Ltd.

## DEATH OF CAPTAIN T. H. JAMES.

Referring to the death of Captain T. H. James, which took place in London on the 8th instant, the cause being pneumonia, the *Japan Mail* says:—"Captain James was born in May 1848, at Edenbridge, in Surrey. He entered the Royal Navy at an early age, and was distinguished for scientific ability, so that, in 1873, the Admiralty's choice fell on him to proceed to Japan as a member of the Naval Mission engaged by the Japanese Government to organise and instruct the naval forces of this Empire. Captain James took charge of the navigation department, and ultimately resigned his position as Navigating Lieutenant in the British Navy in order to continue his service in Japan. In 1882 he joined the Mitsui Bishi Steamship Company as Superintendent of Navigation, and on the amalgamation of that company with the Kyodo, Udo, Kaisha in 1885, he was appointed, to the same post in the Nippon Yusen Kaisha, as the amalgamated company was called. There, in conjunction with Captain A. R. Brown and the late Mr. Macmillan, he rendered conspicuous service, and on the recommendation of the board of directors the Emperor was pleased to confer on him the Third Class Order of the Sacred Treasure. This was in December 1895, and less than two years later (January 1897) the Nippon Yusen Kaisha appointed him to be manager of their London office—a post of large trust. Captain James fully justified the confidence thus placed in him. His keen judgment and quick decision were never at fault, and his industry was inexhaustible. It was in no small measure owing to his clever contrivance that the fleet of big steamers which carried the Nippon Yusen Kaisha flag between Japan and England were all safely removed from the zone of danger during the Russo-Japanese War, and for that service as well as for his general record, he had the honour of receiving the Second Class of the Sacred Treasure on the occasion of his visit to Japan in 1909. Captain James made a multitude of friends in Japan, and his death will be widely mourned. He was a man of large and unostentatious generosity, always ready to help the distressed, but never letting his right hand know what his left did. The profoundest sympathy will be felt with his wife and children in their bereavement."

Vessels arriving at Manila from inter-island ports will no longer be required to await inspection prior to the landing of passengers and crew, providing that the masters agree to report, upon arrival, any cases of sickness that may have occurred on board their vessels within five days previous to entering port. A quarantine circular to that effect was issued on 18th inst. by Doctor Victor G. Heiser, chief quarantine officer for the Philippines; and will go into effect at once. The successful suppression of contagious and infectious diseases throughout the archipelago has made possible this easing of the regulations, amounting practically to a lifting of the quarantine at this port, which will be hailed with satisfaction by the shipping interests and the travelling public.

## To-day's Advertisements.

## EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Callers at Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship "ALDENHAM."

Captain George, will be despatched as above on TUESDAY, the 10th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 22nd April, 1910.

## PUBLIC AUCTION.

THE Undersigned have received instructions from W. H. WICKHAM, Esq., to sell by

## PUBLIC AUCTION,

on THURSDAY, the 28th April, 1910, at 2.30 P.M., within his residence, No. 23, Conduit Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

THEREIN CONTAINED, Comprising:—

SILK TAPESTRY, DRAWING ROOM SUITE, OVERTURNABLES WITH BEVELLED GLASS, BOOKCASE, HATSTAND, DINNER WAGON, SIDEBOARD WITH BEVELLED GLASS, TEAKWOOD-EXTENSION DINING TABLE and CHAIRS, DRESSING TABLES WITH BEVELLED GLASS, MARBLE-TOP WASHSTANDS, BRASS and BRASS-MOUNTED IRON BEDSTEPS, TEAKWOOD WARDROBES WITH BEVELLED GLASS, a quantity of CANTON CARVED BLACKWOOD WARE, GLASS, ORCOKERY and E.P. WARE, CARPETS and RUGS.

Catalogues will be issued. On View on Wednesday, the 27th. TERMS.—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 22nd April, 1910.

## Events Coming.

Saturday, 23rd April.  
Geo. P. Lamont, auction sale of furniture at East Point, flat over Messrs. Jardine, Matheson & Co., Godown, 2.30 p.m.

V.R.O. Sports, at the Football Club Ground.

Monday, 25th April.  
Bandmann Opera Co., "The Arcadian," 9 p.m.

Tuesday, 26th April.  
Hughes & Hough, auction sale of miscellaneous articles, 11 a.m.  
Bandmann Opera Co., "Our Miss Gibbs," 9 p.m.

Wednesday, 27th April.  
Bandmann Opera Co., "The Dollar Princess," 6 p.m.

Thursday, 28th April.  
Bandmann Opera Co., "The Belle of New York," 9 p.m.

Friday, 29th April.  
The Governor "At Home," 9 p.m.

Saturday, 30th April.  
Hongkong Electric Co., Ltd., Annual Meeting at Company's offices St. George's Buildings, 12 o'clock noon.

Volunteer Smoking Concert, 9.15 p.m.

Volunteer Smoking Concert, 9.15 p.m.

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## Intimations.

## SAUSAGES

## OWN MAKE

## EXCELLENT and DELICIOUS.

## Pure Pork

## Beef Sausages

at 35 cents & 25 cents per lb.

## THE DAIRY FARM

Co., Ltd.

Hongkong, 12th February, 1910.

## ASAHI

## BEER

## SAPPORO

## BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

## NOTICE.

In the Goods of the late WILLIAM ALVAN RUBLE, of Milwaukee, Wisconsin, U.S.A., and Victoria, in the Colony of Hongkong, Consular-General for the United States of America in Hongkong.

PARTICULARS of all Claims against the estate of the above named deceased should be sent in writing to the Undersigned on or before Monday, the 15th instant. Dated 18th April, 1910.

STUART I. FULLER, Vice-Consul General in charge, American Consulate, Hongkong.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP .....\$1,150,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March 1910.

## NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 27, Hollywood Road, and floor.

Hongkong, 3rd January, 1910



## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., etc.

(Subject to alteration).

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 23RD.
"EMPRESS OF CHINA" SATURDAY, JUNE 12TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons. Speed 20 knots and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... 64s.  
Via New York ..... 64s.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. BRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

For	Steamship	On
SHANGHAI	"YATSHING"	SUNDAY, 24th April, Daylight.
TIENTSIN	"CHIPSING"	SUNDAY, 24th April, Daylight.
SHANGHAI	"CHOYSING"	TUESDAY, 26th April, Noon.
SINGAPORE, PENANG & CALUTTA	"ROOKSANG"	WEDNESDAY, 27th April, Noon.
MANILA	"LOUNGANG"	FRIDAY, 29th April, 4 P.M.
MANILA	"YUNGSANG"	FRIDAY, 29th April, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUSANG"	TUESDAY, 27th May, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamer *Kiungang*, *Namang* and *Pookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.**  
General Managers.  
Telephone No. 215.  
Hongkong, 22nd April, 1910.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To	Sail
AMOI & SHANGHAI	"SHAOSING"	23rd April	4 P.M.
CEBU & ILOILO	"KATONG"	24th "	Daylight.
SHANGHAI	"CHINWU"	24th "	Daylight.
MANILA	"TEAN"	26th "	3 P.M.
WEIHEI & TIENTSIN	"KURIOHOU"	26th "	4 P.M.
SHANGHAI	"CHENAN"	28th "	Daylight.
SHANGHAI	"LINAN"	28th "	4 P.M.
MANILA	"TAMING"	3rd May	Daylight.
SHANGHAI	"ANHUI"	3rd "	3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	5th "	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**  
Telephone No. 36.  
Hongkong, 22nd April, 1910.

## HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
AAFIRO	1540	R. Rodger	MANILA	SATURDAY, 23rd April, at Noon.
KOBI	1540	A. Fraser	MANILA	SATURDAY, 30th April, at Noon.

For Freight or Passage, apply to **SHEWAN TOMES & CO.,**  
General Managers.  
Hongkong, 18th April, 1910.

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General Managers.  
Hongkong, 18th April, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with:

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,185	WEDNESDAY, 18th May, at Noon.
Do	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 15th June, at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST, PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI & SWATOW & AMOY.	"DAIOI MARU" Capt. H. Murayama	SUNDAY, 24th April, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSU MARU" Capt. Y. Yamamoto	WEDNESDAY, 27th April, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suroga	THURSDAY, 28th April, at 8 A.M.

Fast speed. Superior passenger accommodation. Electric light throughout. Firm class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 22nd April, 1910. T. ARIMA, Manager.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ALEXANDRIA	"KITANO MARU" Capt. F. K. Cope	Tons 9200 { WEDNESDAY, 27th April, at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	"IYO MARU" Capt. R. Takada	Tons 7000 { WEDNESDAY, 11th May, at Daylight.
	"HIRANO MARU" Capt. H. Fraser	Tons 9000 { WEDNESDAY, 25th May, at Daylight.

VICTORIA, B.C. & SEATTLE { "SADO MARU" Capt. S. Horiuchi, Tons 7000 { SATURDAY, 21st May { From KOBE.

VICTORIA, B.C. & SEATTLE { "INABA MARU" Capt. K. Kawa, Tons 7000 { TUESDAY, 26th April, Noon.

VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA { "TAKABA MARU" Capt. K. Sato, Tons 7000 { TUESDAY, 24th May, at Noon.

SYDNEY AND MELBOURNE { "NIKKO MARU" Capt. M. Yagi, Tons 6000 { FRIDAY, 13th May, at Noon.

VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE { "KUMANO MARU" Capt. M. Winckler, Tons 6000 { FRIDAY, 10th June, at Noon.

BOMBAY, VIA SINGAPORE { "OETLOW MARU" Capt. Fred. Pyra, Tons 6000 { TUESDAY, 3rd May.

NAGASAKI, KOBE and YOKOHAMA { "KUMANO MARU" Capt. M. Winckler, Tons 6000 { WEDNESDAY, 12th May, at Noon.

KOBE and YOKOHAMA { "KAMOMARU" Capt. F. L. Sommer, Tons 6000 { THURSDAY, 12th May, at Noon.

SHANGHAI, MOJI & KOBE { "BINGO MARU" Capt. S. J. G. Parsons, Tons 7000 { TUESDAY, 26th April.

CHEAPEST SUMMER RATES BETWEEN HONGKONG and JAPAN PORTS.

(COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.)

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....\$120 \$110 \$100 \$90

2nd ".....\$ 80 \$ 70 \$ 60 \$ 50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. 1 Cargo only. \* Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-trip World Tickets also issued. \* Between Nagasaki and Yokohama; 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 7 days and to Yokohama 8 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

T. KUSUMOTO, Manager.

For Freight or Passage, apply to **T. KUSUMOTO,**  
Manager.  
Hongkong, 18th April, 1910.

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Manager.  
Hongkong, 18th April, 1910.

## Shipping—Steamers.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, GUYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYMOOTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

The Steamship "DELTA."

Captains B. W. H. Snow, carrying His Majesty's Mails, will be dispatched from this for BOMBAY, etc., on SATURDAY, the 30th April, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mores*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 10th June, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to **E. A. HEWETT, Superintendent.**  
Hongkong, 18th April, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship "INVERIC" will be dispatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to **ARNHOLD, KARBURG & CO.,**  
General Agents.  
Hongkong, 14th March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "GLAMORGANSHIRE"

Captain H. O. Norris, will be dispatched as above on 21st April.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.,**  
Agents.  
Hongkong, 22nd March, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY:

S.S. "ERROLL" ..... On 3rd May, 1910

For Freight and further information, apply to **DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 12th April, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
<i>Rio de Clyde</i>	1,915	J. Kerr	10th May
<i>Opaka</i>	2,257	F. W. Davies	11th June
<i>Amelia</i>	2,125	J. Mathie	11th July
<i>Amelia</i>	2,125	J. Boyd	26th July
<i>Shaw</i>	2,125	F. S. Cowley	23rd Aug.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to **DODWELL & CO., LIMITED,**  
General Agents.  
Hongkong, 12th April, 1910.

For Freight or Passage, apply to **DODWELL & CO., LIMITED,**  
General Agents.  
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General Agents.  
Hongkong, 12th April, 1910.

For Freight or Passage, apply to **DODWELL & CO., LIMITED,**  
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## RUBBER ESTATE RETURNS.

	Feb.	Mar.	Total.
Allagar .....	1,850	2,482	5,099
Anglo Malay .....	49,718	55,107	155,191
Ayer Molek .....			
Ayer Kuning .....			
Balgownie .....	7,596	9,028	25,331
Banteng .....	1,259	1,404	4,029
Batu Caves .....	10,124	13,011	29,835
Bertam .....	10,000	9,588	31,088
Bukit Kajang .....	937	2,003	5,086
Bukit Lintang .....	37,302		73,886
Carey United .....	2,500	2,850	7,350
Castlefield .....	6,000	8,000	19,550
Changkat Serdang .....	2,138	2,800	8,312
Cicely .....	2,806	3,787	6,593
Cicely .....	8,556		18,556
Consolidated Malay .....	20,142		44,074
Caladonia .....	14,760	16,000	50,760
Damansara .....	19,022	10,854	54,672
Edinburgh .....	5,800		10,450
Federated (S'gor) .....	8,830		19,533
F.M.S. Rubber .....	22,179		45,039
Gedong .....	7,500	11,500	24,000
Glenally .....	1,045		1,895
Glenziel .....	1,719	2,172	5,784
Golden Hope .....	3,743	6,101	12,747
Golconda .....	10,981		21,959
Harpden .....	3,500		6,545
Hill & Lowlands .....	40,724	47,373	131,773
loch Kenneth .....	11,144	13,182	37,463
Jebong .....			
Kapar Para .....	8,599		16,465
Kampung .....			
Kampong .....	5,509	6,332	18,341
Kempsey .....	7,324	7,304	7,152
Kepong .....	2,459	2,900	5,359
Kuala Klang .....	6,214	(to end of Feb.)	
Krian Rub. Kat. .....	1,610		3,682
Kuala Lumpur .....	41,775		87,310
Labu .....	9,344	16,112	38,319
Laodron .....	20,138	27,717	76,532
Ledbury .....	8,020	8,552	24,630
Linggi .....	57,500	63,500	129,000
London Asiatic .....	7,555	9,851	6,318
Malacca Plant .....	27,000	27,000	81,000
North Hummock .....	4,933		10,050
Nova Scotia .....	4,900	6,000	10,900
Palam .....	1,350	3,000	4,350
Pataling .....	23,542	31,368	69,100
Pegoh .....	2,043	3,114	7,885
Perak Plant .....	7,230		19,363
Port Dickson .....	510	621	1,076
Riba Rubber .....	4,374		9,314
Rubana .....	9,870	11,000	33,210
Sangat .....	4,168		9,913
Selesa .....	2,560	4,473	9,913
Sungei Choh .....	3,150	5,550	9,550
Sungei Kapar .....	10,000		34,000
Sandycroft .....	6,438	6,380	22,566
Sandhill .....	8,500	11,417	29,937
Selangor .....	33,128		66,782
Seremban .....	17,840	37,540	79,737
Seremban .....	4,270	5,320	9,590
Shelford .....	5,700	6,003	15,700
S'pore & Johore .....	6,256	8,377	22,749
Singapore Para .....	4,370	4,200	13,500
Strait Rubber .....	22,000		31,500
Sungei Sak .....	1,500	1,895	4,771
Tall Ayer .....	9,000	11,500	31,500
Tong .....			
United Singapore .....	571	1,074	2,100
Vallambrosa .....	37,001	(year ending Mar.)	

[From the end of February, all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Free Press.]

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Belling.		
London—Bank T.T.	1/9 1/2	1/9 1/2
Do. demand	1/9 1/2	1/9 1/2
Do. 4 months' sight	1/9 1/2	1/9 1/2
France—Bank T.T.	1/9 1/2	1/9 1/2
America—Bank T.T.	1/9 1/2	1/9 1/2
Germany—Bank T.T.	1/9 1/2	1/9 1/2
India T.T.	1/9 1/2	1/9 1/2
Do. demand	1/9 1/2	1/9 1/2
Shanghai—Bank T.T.	1/9 1/2	1/9 1/2
Singapore—Bank T.T.	1/9 1/2	1/9 1/2
Japan—Bank T.T.	1/9 1/2	1/9 1/2
Java—Bank T.T.	1/9 1/2	1/9 1/2
Duying.		
4 months' sight L/C.	1/9 1/2	1/9 1/2
6 months' sight L/C.	1/9 1/2	1/9 1/2
30 days' sight San Fco & New York	1/9 1/2	1/9 1/2
4 months' sight do.	1/9 1/2	1/9 1/2
30 days' sight Sydney & Melbourne	1/9 1/2	1/9 1/2
4 months' sight France	1/9 1/2	1/9 1/2
6 months' sight do.	1/9 1/2	1/9 1/2
4 months' sight Germany	1/9 1/2	1/9 1/2
Bar Silver	1/9 1/2	1/9 1/2
Bank of England rate	1/9 1/2	1/9 1/2
Sovereign	1/9 1/2	1/9 1/2



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOOR &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF PROFIT BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$10,000,000	\$2,000,810	£2.5/- for half year ending 31.12.09 @ ex 1/9th = \$5.11	4 %	\$98 (London £91.15)
National Bank of China, Limited	99,925	7	26	\$4,000 \$1,000,000	\$30,558	\$2 (London 2/6) for 1909	...	\$76 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$250,000 \$100,000	none	\$10 for 1908	7 %	\$170 buyers
North China Insurance Company, Limited	10,000	2.15	25	Tls. 225,000 Tls. 115,000 Tls. 140,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	...	Tls. 215
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$100,000 \$100,000	\$8,464,901	Final of 5/7 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$850 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$200,000 \$100,000	\$707,637	\$12 and bonus \$3 for 1907	7 %	\$230
<b>FIRE.</b>								
China Fire Insurance Company	70,000	\$100	\$20	\$1,000,000 \$200,000 \$100,000	\$275,341	\$6 and bonus \$2 for 1907	7 %	\$211 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$200,000 \$100,000	\$268,711	\$27 for 1907	8 %	\$340 sales
<b>SHIPPING.</b>								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$200,000 \$100,000	\$1,033	\$1 for 1908	...	\$81
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$200,000 \$100,000 \$100,000	Nil	24 for year ending 30.6.1908	...	\$24
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$200,000 \$100,000 \$100,000	\$20,766	Final of 1/2 for account 1910	8 %	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$100,000 \$100,000 \$100,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = 53.154	...	\$73 sales
Do. Do. (Deferred)	60,000	45	45	\$100,000 \$100,000 \$100,000	\$13,755	3rd 10. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 2/- for ac. '09	5 %	94/- buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$8,131	\$1.00 for year ending 10.4.1909	4 1/2 %	\$26 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000 \$100,000	\$8,131	\$5.50 for year ending 10.4.1909	3 1/2 %	\$144 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$500,000 \$50,000 \$50,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$170 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$135,891	\$3 for 1897	...	\$29 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.09	...	Tls. 820 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	4	Pa. 1	\$275,000 \$12,250 none	Dr. 41	Final of 1/6 making 3/- for 1909	7 %	Tls. 18
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	1	18/10	4 1/2	Dr. 2,191	No. 12 of 1/- = 48 cents	...	18 1/2 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Feenick (Gen.) & Co., Limited	18,000	\$25	\$25	\$4,856	Dr. 57,421	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$500,000 \$25,000 \$25,000	\$50,102	None	...	\$59 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$25,000 \$25,000 \$25,000	\$28,715	Interim of 1/2 for account 1909	...	162 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 5,161	Interim of Tls. 24 for 1910	6 1/2 %	Tls. 73 buyers
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 697,157 Tls. 304,000 Tls. 185,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 124
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 30.3.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	10,123	\$15	\$15	\$150,000 \$15,000 \$15,000	\$2,041	\$1.20 on old and 60 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$60,000 \$12,000 \$12,000	\$20,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$107 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$50,000 \$10,000 \$10,000	\$27,911	Interim of 3/- for account 1909	6 1/2 %	\$103 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$150,000 \$15,000 \$15,000	\$5,471	45 cents for 1909	6 %	\$9 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$5,000	\$2 1/2 for 1909	5 %	\$18 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,528,045 Tls. 200,000 none	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 122
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Final of \$1.83 for account 1909	8 1/2 %	\$40 sellers
<b>COTTON MILLS.</b>								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 150,000 Tls. 40,000 Tls. 20,000	Tls. 20,091	Tls. 21 for year ending 31.10.09	8 1/2 %	Tls. 137 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	Tls. 40,000 Tls. 20,000 Tls. 20,000	\$9,552	50 cents for year ending 31.7.08	...	\$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 275,000	Tls. 5,372	Tls. 7 1/2 for year ending 30.9.06	...	Tls. 61
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,829	Tls. 6 for 1909	...	Tls. 70
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	Tls. 21,273	Tls. 15,911	Tls. 50 for 1906	...	Tls. 100
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$40,000 \$40,000	\$2,648	15 % per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	60 cents for 1909	10 %	\$114 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$67,138	50 cents for year ended 28.2.06	...	\$2 sellers
Do. Do. special shares	10,000	\$1	\$1	none	\$8,407	80 cents for 1909	8 1/2 %	\$8 1/2 b. & sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$100,000 \$1,000 \$1,000	\$2,892	\$1.20 for year ending 31.7.09	8 1/2 %	\$124 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000 \$1,000	\$5,750	Interim of 35 cents for account 1909	10 %	\$71 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$5,000 \$5,000 \$5,000	\$670	8 cents for year ending 31.12.08	8 1/2 %	\$12
Al. Price & Company, Limited	12,000	\$10	\$10	none	none	\$1 and bonus 20 cts. for year ending 29.3.09	6 %	\$21 sales
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5,195	Final of \$8 for 1909	10 %	\$160 b.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000 \$20,000 \$20,000	\$7,616	Final of \$1 making in all \$2 for 1909	8 1/2 %	\$274 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000 \$20,000 \$20,000	\$8,790	4th interim of Tls. 12 1/2 for 1909	6 %	Tls. 1,450 b.
Malayan Rubber Planting Company, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 61,934	Tls. 316,682	80 cents on fully paid shares and 8 cents on 51 paid shares for year ending 30.4.09	6 %	\$15 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$4,204	51 paid shares for year ending 30.4.09	6 %	\$15 sales
Peak Tramways Company (new)	25,000	\$10	\$10	\$20,000	\$4,204	None	...	\$11 buyers
Philippine Company, Limited	75,000	\$10	\$20	none	Pa. 18,640	None	...	\$11 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 305 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$51,006	None	...	\$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$63	40 cents for year ending 31.5.09	8 %	\$5
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.05	5 %	\$9 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$343	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$5,000	\$5,615	Final of 30 cents for 1908	6 1/2 %	\$64 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3

## Intimations

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL \$1,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

## SPECIAL BRANDS:

Pigtails, Vегueros Especiales, Regalia A. Lopez, Regalia G. Pereira, Favoritos A. Lopez, Favoritos A. Correa, Perfumados Especiales, Exquisitos, Reina Victoria, High Life, Londres Fines, Conchas Fines, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

AGENTS.



SIEMSEN &amp; CO., Sole Agents.

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MOHIDEEN &  
CO.

FINEST ASSORTED  
COLLECTION  
OF  
CEYLON  
JEWELLERY

AND  
GEMS  
of all kinds in stock.  
Gold Guaranteed.

2B, D'AGUILAR STREET,  
HONGKONG.

Hongkong, 28th March, 1910.

KWONG FUNG YUEN,  
HEAD OFFICE—No. 55, Des Voeux Road West  
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,  
SAW MILL OWNERS,  
AND  
GENERAL CONTRACTORS  
TO  
H.B.M. Naval and Military  
Authorities.

HAVE always on hand large stock of  
American Fir, Douglas Fir, Oregon  
Pine, Teak, Yacal, Hardwoods, Oregon Spar,  
Chinese Spar, Chinese Pine of all descriptions.  
Inspection invited to the Yards.  
Best Terms  
Quick delivery.  
LEUNG TAI,  
Managing Director.  
Hongkong, 19th January, 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD  
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(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine  
will be at your office for free trial.

Repair to any Make of

TYPEWRITERS.

GRAMAPHONES.

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A Speciality, Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

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FOR HIRE.

DRAGON CYCLE  
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6, DES VOEUX ROAD.